

The Hongkong Telegraph.

FRIDAY, NOVEMBER 2, 1888.

No. 2073.

SIX DOLLARS
PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 12; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager,
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.

PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS :
Fixed for 12 months, 5 per Cent. per Annum.

6 " 4 "

ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.

RESERVE FUND 4,000,000.

RESERVE LIABILITY OF } 7,500,000.

PROPRIETORS }

COURT OF DIRECTORS :—

CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.

C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.

W. G. BRODIE, Esq. J. S. MOSES, Esq.

H. L. DALRYMPLE, Esq. L. POEMECKER, Esq.

J. F. HOLLIDAY, Esq. N. A. SIEBS, Esq.

B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—THOMAS JACKSON, Esq.

MANAGER,
SHANGHAI—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON AND
COUNTRY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at

the rate of 2 per cent. per Annum on the

daily balance.

ON FIXED DEPOSITS :—

For 3 months, 3 per Cent. per Annum.

For 6 months, 4 per Cent. per Annum.

For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,

Hongkong, 4th September, 1888.

101

NOTICE.
HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underwriters is requested, who immediately will be asked to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888.

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS. Drab Felt Hats. Black, Brown Drab and Grey Hard Felt Hats. Terai and other Soft Felt. Tweed Hats and Caps in New Shapes. Straw Hats and Pith Hats. Silk Umbrellas from £5 each, over 100 to choose from. A large assortment of Walking Sticks. Waterpoof Coats, Leggings & Chair Aprons. Travelling Rugs and Scotch Mauds.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

Notices of Firms.

NOTICE.

FROM the 1st November, 1888, until further notice, my Business at Hoikow will be carried on under the name and style of BRUCE & CO.

R. E. BRUCE,
Hoikow, 28th October, 1888. [1020]

To be Let.

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.
Apply to EDWARD GEORGE,
Hongkong, 6th October, 1888. [1001]

TO LET.

ROOMS in "COLLEGE CHAMBERS."
Apply to DAVID SASSOON, SONS & CO.,
Hongkong, 12th July, 1888. [12]

Shipping.

STEAMERS.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER."

Captain W. von Schuckmann, will leave for the above Ports, TO-MORROW, the 3rd instant, by about 10 A.M.

For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 1st November, 1888. [14]

FOR SHANGHAI.

CAPTAIN G. HEUERMANN, will be despatched for the above Port, TO-MORROW, the 3rd inst., at NOON.

For Freight or Passage, apply to

SIEMSSSEN & CO.,
Agents.

Hongkong, 1st November, 1888. [1108]

STEAM TO STRAITS AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"DECCAN"

will leave for the above places TO-MORROW, the 3rd November, at NOON, instead of as previously advertised.

E. L. WOODIN,
Superintendent.

Hongkong, 31st October, 1888. [1081]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"KONG BENG."

Captain R. Jones, will be despatched for the above Port, on SUNDAY, the 4th November, at 4 P.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 31st October, 1888. [1106]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN."

Captain Darke, will be despatched for the above Ports, on MONDAY, the 5th November, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & CO.,
Agents.

Hongkong, 30th October, 1888. [1099]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TAISAN."

Captain Jackson, will be despatched as above, on TUESDAY, the 6th November, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th October, 1888. [1097]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, MARESLES, MALTA, GIBRALTAR, BRINDISI,
PLYMOUTH, AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

THE Company's Steamship

"ELEKTRA."

will be despatched as above on SATURDAY, the 10th of November, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 30th October, 1888. [1098]

STEAM TO YOKOHAMA VIA NAGASAKI AND KORE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA."

will leave for the above place on SUNDAY, the 11th November, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 30th October, 1888. [1099]

W. BREWER'S CHRISTMAS AND NEW YEAR CARDS.

(1)

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled

Cards with designs of Junks, *Flotillas*, Sampans *Grotesque Kites*, Eastern Fruits and Flowers

and Illustrations of Habits and Customs of the people among which we live, with appropriate

Christmas and New Years Mottoes.

2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes such

as Tennis Bats, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work.

3.—Prangs very handsome American Cards in boxes.

4.—Most beautiful Etched and Monocolor Cards in boxes of one dozen, very cheap and Artistic

printments.

And the very popular Piggin English Sing Song Cards in the old and new forms.

Hints.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

C I G A R S :

MARIA CRISTINAS,

Londres.

PERLA DEL ORIENTE, Londres.

Damas.

" " " " " Señoritas.

NUEVO HABANO in 500 and 100 Boxes.

do. do. do. and.

NUEVO CORTADOS in 500 and 100 Boxes.

do. do. do. 2nd.

Flores de la Isabela, Princesas, Entrantes,

Oriental and Isabellas.

Imperiales, Cazadores, Imperiales, Exceptionales,

Premiados, Príncipes, Cortaditos, Señoritas,

Marquesitos, Flores de los Premiados,

Paquitos, Regalía Británica, Regalía

Inglesa, Chiquitos, Breveitos,

and.

BOUQUETS DE WATSON.

SWEET CAPORAL and OLD JUDGE

CIGARETTES.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Hongkong, 29th October, 1888.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 2, 1888.

THE STEAM LAUNCH COMPANY, LIMITED.

We learn that the operations of the lately formed Steam Launch Company, Limited, have, so far, greatly exceeded the most sanguine anticipations of the projectors and promoters of the enterprise. The Company's launches, it is stated, have been constantly and profitably employed, the advantages offered by these thoroughly clean, comfortable and well appointed boats over the generally filthy, evil smelling and badly kept Chinese craft, having been recognised and appreciated by the public. We are told that, alike for the conveyance of passengers to the opposite shore and for shooting and pic-nic parties the Company's launches have already become deservedly popular, and the only drawback experienced up to the present time is that "the fleet" is so numerically weak. It gives us pleasure to receive such favorable reports; and we only regret that any drawback should have retarded progress. At this season half a dozen boats, judiciously placed, might easily find ample work and show a good profit. The Company at present own only three launches—the *Pioneer* and *Ronnie*, taken over from Messrs. A. G. Gordon & Co., and the *Stanley*, a very ancient craft purchased from the Commissariat Department, and we cannot, but think that the Directors have exhibited very little foresight and still less energy in not having at once obtained the command of at least half a dozen additional vessels, either by charter or purchase, in order to thoroughly establish a sound position. We shall doubtless be told that it is intended to make way slowly, to build up a position by degrees—in fact, to follow the example of the ancient Roman warriors by securing one conquest before attempting another. Considering that a most determined Chinese opposition has to be faced, that the Harbour is "chock full" of steam launches, many of which are unemployed, and that the golden season when paying profits may reasonably be expected is already upon us and will quickly pass away, we regard this apathetic and colourless policy as feeble in the extreme, and a sign of weakness that cannot fail to prove prejudicial to the Company's immediate interests and future prospects. If, as is openly alleged by satirical sceptics, the Steam Launch Company has been formed principally to enhance the value of private property in Kowloon at the public expense, it will certainly prove a disastrous failure, and those members of the Hongkong community who have been induced to support the project on public grounds, will have the doubtful satisfaction of knowing that they have very handsomely contributed to benefit the interests of a select circle of Kowloon land-jobbers. But if, on the other hand, we are justified in considering this as a *bond side* public undertaking—and only on this footing can it ever prove financially successful—a very different policy will have to be adopted to that which has hitherto been followed. The notion of a Company with a capital of \$100,000 contentedly carrying on active operations in opposition to at least three dozen Chinese competitors, with only two, or at the outside three, launches is too absurd to be seriously considered. By the time that a fleet of new launches has been built, the ground will have been taken from under the Company's feet, its *raison d'être* will have become seriously imperilled. We do not challenge the judgment of the Directors in deciding to construct new launches rather than invest in second-hand vessels, but we do question, and that most decidedly, the want of foresight the utter lack of energy displayed in not establishing a traffic for these boats by the time they are ready for active service. Launches can be chartered at low rates and run very cheaply, and a paying trade might be made for the Company's vessels to carry on; but instead of this, the comparatively costly new craft will have to run, probably at a loss, for months before any regular and remunerative traffic can be firmly established. And the Directors of this Company surely ought to know that if they cannot make money out of properly managed chartered launches, which are available at such a small outlay, then prospects of showing profitable returns on new vessels of their own building are the reverse of encouraging. If it be true that the second-hand launches already carrying the Company's flag are realising satisfactory returns, no better argument could be adduced in favor of our contention, that the scope of operations should, at once be widened to the extent originally indicated, if not actually intended.

The third launch will be 78 feet in length, 14 feet in breadth, and 6 feet in depth. She is to be of stronger build than her consorts and is intended to be used principally as a tow-boat, although her accommodation will be suitable for shooting parties and general purposes. The engines will be of the compound surface-condensing type, cylinders 9in. and 18in. with a 14in. stroke, and her boiler 6 ft. 6 in. by 7 ft. 9 in., 125 lbs. pressure to the square inch. This high pressure of steam and her great engine power will drive this boat about 12½ knots per hour.

The fourth launch will be much larger than the others, and differs greatly in construction.

Her dimensions are:—length, 90 feet; breadth, 15 feet, and 19 feet over guards; depth, 7 feet. She will have a large deck house forward, with steering wheel and seats all round the top, the inside of the house to be fitted with seats, etc. A cabin below this will be similar to those on the other launches, and there will also be a cabin aft. This vessel will be propelled by a powerful pair of compound surface-condensing engines having cylinders 12in. and 26in. with an 18in. stroke. The boiler will be 8ft. by 8ft. long, and the pressure 125lbs. per square inch. A mean speed of about 13 knots an hour is expected.

The whole of the above launches will be fitted with towing bows, etc., which are to be made portable. We believe the time for their construction is seven months, and if rumour may be relied on as to the contract price, Messrs. Gordon and Co., who were considerably the lowest tenders, are scarcely likely to make a fortune out of the undertaking. When these vessels are once afloat the Steam Launch Company will be worthy of its name and may then realise, at least to some extent, the purposes which led to its formation. At present it is neither one thing nor the other—anything but what its supporters were led to anticipate.

We have not heard from any authentic source

in what direction the Company's vessels, when built, are intended to be chiefly employed.

Doubtless passenger traffic between Hongkong and the outlying villages is relied on as a steady source of revenue, and if the Chinese launches can be "run off," the anticipations from this business are likely enough to be realised.

But quashing the Chinese opposition is certain

to prove no easy task, as the Directors will

find to their cost. There have been some vague rumours about regular ferries to Tsing-tao, Kowloon, Doloks, and Yau-mai-ti, but that is a field already pretty well occupied, and if we except Yau-mai-ti, which has a large Chinese passenger traffic with this colony, we doubt if there is any money to be made.

It cannot be too clearly understood that the Company's launches are not intended for the benefit and convenience of half a dozen Kowloon residents, but must be employed where a return on the shareholders' investments is most likely to be realised. It is possible, although hardly probable, that there may be money in the towing business; but if there is any paying field we do not know in what direction to look for it. There have been several oppositions to the China Merchants' Company of Mr. Weir, the Superintendent of the China Merchants Company. Mr. Weir had been on a flying visit to Canton in connection with the anticipated opening of the West River. The China Merchants Company evidently intend to be early in the field when this much wished for event takes place.

With reference to the forwarding of Xmas and New Year parcels, we are requested to state that

parcels for the United Kingdom posted before

3 p.m. on Tuesday, the 6th instant, will reach

London about December 18th; and those posted

before 3 p.m. on the 20th instant, will reach

London about January 1st. Senders of parcels

are requested to post them, if possible, a few

days in advance.

The wooden walls of England keep getting on the "bus." Last night an able seaman belonging to the *Landes* meandered into a Chinese shop near the Fire Brigade Station, and appropriated a gun, which he shouldered to show how fields were won. A couple of constables showed him how drunkards were run, and this morning Mr. Wodehouse asked him to contribute five 'em

to the impoverished Exchequer.

We hear from the North, that the transfer of the China Merchants' Company of the two steamers *Smith* and *Cars*, contracted for

in England on behalf of the Governor of Formosa by Messrs. Russell & Co., is not likely to be carried out. These vessels have been found absolutely unsuitable for the northern carrying trade, and now will probably be permanently utilised as troop vessels between Formosa and the main land of China.

By kind permission of Colonel D. G. Anderson, the Regimental Band will play in the Public Gardens, on Sunday, the 4th inst., from 3.30 till 5 p.m. The following will be the programme:

March, "A Soldier and a Name".....

Overture, "Father of Sedilia".....

Salute, "Passing a Cloud".....

Selection, "From Different Operas".....

Polka, "Gondoliers".....

Polka, "Filler, a Bohemian Major".....

Arka, "West is Best".....

John Moran, Bandmaster.

The other day the excise officers found 300 tael

of opium in the Chinese steward's berth on the *Talchow*. Half belonged to the first steward, who ran away, and half to the second, who was arrested. The latter had no explanation to give for having the stuff, but Mr. Wodehouse, sardonically dismissed the case, as the chief excise officer, Mr. Spooner, refused to put the informer into his box. Mr. Spooner was quite justified in his refusal, since the charge was not denied, especially as he might have been a fellow steward or member of the crew, who wished to keep his treasury quiet. Informers do not require much consideration, but neither do smugglers.

How, then, will the Steam Launch Company manage to keep afloat, and pay dividends to the shareholders? It is certainly not clearly apparent in face of the facts we have just quoted, and that they are facts cannot for one moment be disputed. But yet we think that, if properly managed, the Company may in time create a special field for

The contract for building the Steam Launch Co.'s new fleet has been secured by Messrs. A. G. Gordon & Co. of the Bowrington Foundry, East Point. There will be four teak screw launches in all, specially designed for carrying passengers and also for towing purposes, so that in this latter respect the Steam Launch Co. will be in direct opposition to the old established Dock Company. A few particulars as to the dimensions, etc., of these new vessels may prove interesting to some of our readers, especially to shareholders. The first launch will be 65 feet long, 12 feet in breadth, and 6 feet deep, and will be built on the same lines as the *Talchow*, constructed by Messrs. A. G. Gordon & Co. for the Commissariat Department last year. She will have ten deck-houses forward and aft, with two cabins below. The forward cabin will be fitted up for Europeans, the after one for natives, and both will be suitably furnished. It is intended to fit the forward cabin with telescopic seats, which will form sleeping berths when the launch is used for shooting or pic-nic parties. The vessel will be propelled by a pair of compound surface-condensing engines of the inverted cylinder direct-acting type, having cylinders 8in. and 16in. with a 10in. stroke, steam being supplied from a steel multi-tubular, return-tube boiler, 6ft. dia. and 7ft. 6in. long, and with a working pressure of 120lbs. to the square inch. The engines, with this high pressure, will be able to drive the launch at a mean speed of about 11 knots per hour.

Launch No. 2 will be of the same dimensions and style as that just described, but with greater engine power. Her engines will be surface-condensing, with cylinders 9in. and 18in., and with a 12in. stroke; and the boiler 6ft. by 7ft. 6in., with a working pressure of 120lbs. per square inch. The mean speed expected with this pressure is about 12 knots.

The third launch will be 78 feet in length, 14 feet in breadth, and 6 feet in depth. She is to be of stronger build than her consorts and is intended to be used principally as a tow-boat, although her accommodation will be suitable for shooting parties and general purposes. The engines will be of the compound surface-condensing type, cylinders 9in. and 18in. with a 14in. stroke, and her boiler 6 ft. 6 in. by 7 ft. 9 in., 125 lbs. pressure to the square inch. This high pressure of steam and her great engine power will drive this boat about 12½ knots per hour.

The fourth launch will be much larger than the others, and differs greatly in construction. Her dimensions are:—length, 90 feet; breadth, 15 feet, and 19 feet over guards; depth, 7 feet. She will have a large deck house forward, with steering wheel and seats all round the top, the inside of the house to be fitted with seats, etc. A cabin below this will be similar to those on the other launches, and there will also be a cabin aft. This vessel will be propelled by a powerful pair of compound surface-condensing engines having cylinders 12in. and 26in. with an 18in. stroke. The boiler will be 8ft. by 8ft. long, and the pressure 125lbs. per square inch. A mean speed of about 13 knots an hour is expected.

The whole of the above launches will be fitted with towing bows, etc., which are to be made portable.

We believe the time for their construction is seven months, and if rumour may be relied on as to the contract price, Messrs. Gordon and Co., who were considerably the lowest tenders, are scarcely likely to make a fortune out of the undertaking.

When these vessels are once afloat the Steam Launch Company will be worthy of its name and may then realise, at least to some extent, the purposes which led to its formation.

At present it is neither one thing nor the other—anything but what its supporters

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After a long discussion, in which Dr. Cantlie advocated the reporting of all cases of disease believed to be infectious, the following resolution, proposed by Mr. Francis and seconded by the Registrar-General, was adopted:—"That in the opinion of this Committee they cannot usefully proceed with the by-laws in their present form and that they so report to the Board."

Mr. Francis said that at the next meeting he would be prepared to submit two or three resolutions embodying the opinions that had been expressed.

In reply to Dr. Cantlie it was stated that Dr. Manson's paper on beri-beri had been circulated amongst the members and some replies had been received to the questions which Dr. Cantlie had suggested should be sent out on the same subject.

The papers were ordered to be laid on the table at the next meeting.

Dr. Cantlie mentioned that Dr. Manson's paper was one that he had written for a medical society, and the Registrar-General said there was a Chinese pamphlet on beri-beri, which was being translated.

The question of the necessity of asking the consent of the writers of papers to their publication having been raised, Mr. Francis said that when information was given to a public body, unless a request to the contrary was expressed, it was understood it might be communicated to the public.

Dr. Cantlie was requested to look through the papers and prepare a digest, which he consented to do.

It was proposed that the Board adjourn for a fortnight.

Dr. Ho Kai said he thought they should meet the following week and get on with the by-laws as fast as possible. The small-pox season was just beginning.

The Registrar-General reminded members that compulsory vaccination was at present going on. The Board then adjourned till Thursday, the 15th instant.

THE WAR IN SAMOA.

The Samoa Times gives the following particulars of the battle fought on September 12th:—

About the end of August last the adherents of the deposed King Malietoa and other natives who for some time have shown disaffection to the new King, Tamaese, most of whom never acknowledged him as King, and who were quietly making preparations for a revolt, came into contact with the Government party near Apia. The struggle then was a short one, lasting about one hour, resulting in about four or five killed and wounded on both sides. Since then the opposition party have been gaining strength both in numbers and armament. They are well supplied with really efficient rifles and ammunition. Their arrangements for war preparation seemed to be of a superior description. They erected forts of a formidable nature, which some of the men-of-war officers in harbour declared to be impregnable, to attack from their present opponents. They also erected several small fortifications, but the fort of Faleula was evidently intended to be their stronghold. Numbers were daily pouring in to increase their ranks. Food was constantly sent for and received, their women being particularly active in procuring supplies. The strength of their fighting men may be fairly estimated at not under 4,000 or 5,000. They then notified their desire to fight the Government soldiers, and made no secret of the time they intended for the attack. Captain Leary, of the U.S.A. war-ship *Adams*, visited their stronghold, some four or five miles from the town, and seemed surprised at such a number of well-conducted men, their war arrangements in so short a time and under difficult circumstances being really good. He held a talk with their chiefs, who seemed determined to fight, and in fact told Captain Leary that they would die before they would give in to Tamaese. Captain Leary told them he had no intention to interfere in native quarrels. He had nothing whatever to do with their disagreements, nor could he advise them on such a subject, but he told them distinctly that the former recognised rule with reference to the white population must be strictly adhered to; that is, that in no case whatever must the lives or property of the foreign residents be meddled with, or should such unfortunately occur he would be compelled to make reprisals. The natives through their chiefs assured Captain Leary that if any of their people attempted the lives or property of the foreign residents they would be beheaded. A strict attention to this was already a rule amongst them. The natives seemed highly pleased with Captain Leary, and wished to give him military honour, which Captain Leary, however, declined. Shortly afterwards Tamaese was chosen as their king at their fort of Faleula, and on Wednesday, September 12th, a section of their party numbering about 500 men attacked the Government soldiers at Malietoa, close to the town of Apia. The action commenced by an attack on one of Tamaese's forts; the rifle roar being distinctly heard through the city, some of the bullets striking the vessels in the harbour, and it was reported that one of the crew of H.M.S. *Adler* was wounded in the mouth by an erratic bullet. Such a roll of musketry was never before heard in Samoa. It was really terrific. From the commencement of the attack, 10 minutes to 1 o'clock, the firing was continuous until about 2 o'clock, when there was a comparative lull, but at intervals, while storming other forts the roar was as furious as ever. The Government soldiers in the vicinity were then driven into the sea, some of them being shot down in the water, many taking refuge on the reefs. Here Tamaese's party were reinforced from Malietoa in boats. Then commenced sharp firing between the Government boats at sea and opposition party on shore which lasted about a quarter of an hour, but not much damage was done, the distance being too great between the contending parties. A little before 3 o'clock Tamaese's party rallied and made a very sturdy stand for a short time, but they were considerably outnumbered and had to retire. While this encounter lasted the bullets were flying in all directions across and along the main thoroughfare, and it was here that poor Captain Bissett was shot, an account of which melancholy event we give further on. Some scouting and desultory firing continued until a little before 8 o'clock when the Tamaese men attacked a strong fort a little further eastwards, the moon giving sufficient light for the attack. The besiegers secured the fort after a plucky defence of about an hour; but the besieged were driven out, and hastily retreated to their respective villages, a few miles further inland. This actually concluded the fight. Malietoa's party did not follow. It was an utter rout of Tamaese's soldiers. The visitors seemed satisfied for the time at least, and remained on the scene of the late action until morning, when between 200 and 300 of their number marched into Apia in regular order. No act of violence was committed in the town, the foreign residents raising freely with them. All Tamaese's soldiers who remained in the town withdrew to Malietoa, the head-quarters of Tamaese. This point is also occupied by a company of marines from H.M.S. *Adler*, and is viewed as neutral ground.

We have great pleasure in stating that during the conflict not a single act of violence was committed. The lives and property of foreign residents were undisturbed by the combatants, and with the exception of the shooting of Captain Bissett, which was undoubtedly accidental, no other injury occurred. Indeed

the city is particularly quiet since the fight. We can give no information as to the actual number of dead and wounded. It will be some time before that is known; but from what we can learn some 50 men and two or three women would be about the number.

We are informed that, the proclaimed king, Mataafa, has sent a despatch to the German Consul or the captain of H.M.S. *Adler*, asking them to remove the marines from Malietoa Point, and also a request to haul down Tamaese's flag, which is still flying at the Point. We have not heard what answer, if any, has been returned.

The two warships in the harbour (German and American) maintained perfect neutrality during the conflict. A report is also abroad that Mataafa threatened that if Tamaese's flag is not hauled down he would attack the Point. This action we hope will be deferred, for should the captain of the *Adler* decline to remove his men from Malietoa, any attempt made in that locality might create serious entanglements with the German Government. We trust that Mataafa's advisers will use their influence to induce him to pause before attempting such a dangerous course. Mataafa now asserts his power as far as his own people are concerned, and any meddling with any of the Great Powers would be decidedly to his disadvantage. He would more than likely lose more than he has now, gained by such a step.

An immediate attention to the affairs of Samoa is now of paramount importance. Too much blood has already been spilt, and to prevent further bloodshed it is imperative on the Great Powers to arrive at a settlement of our affairs.

The wounded who were brought in to Apia were attended by the surgeons of H.M.S. *Adler*, U.S.A. war ship *Adams*, and Mr. Smith, a medical gentleman who is here on a visit. Their valuable services were willingly given, and many lives have probably been saved by them. We also noticed that the Brothers of the Catholic Mission were industrious in rendering all the assistance in their power to the poor sufferers. But when were those gentlemen ever wanting when their services were required in aid of the sick or distressed?

MELANCHOLY DEATH OF CAPTAIN BISSETT.

Captain Bissett, of the schooner *Vindex*, expressed a desire to go to the British Consulate, which is situated at the east end of Apia and immediately in front of the position taken up by the war party. Matafa's army were manoeuvring to cut off the Government soldiers; the firing on both sides was necessarily of a straggling character, the ground being of a scrubby nature; the bullets were flying in all directions, some penetrating the dwelling-houses of Mr. Carruthers, Mr. Catfield, Mr. Smith (barbou master), and others, all of which are within a few hundred yards of the British Consulate. When near the residence of Mr. Carruthers several shots passed close to where Captain Bissett and his companions were travelling. They hurried to the dwelling-house, and as soon as Captain Bissett placed his foot upon the steps of Mr. Carruthers' verandah he received a bullet in his temple, which passed out through his brain. He was seen to raise his hand to his head, and then fall on his back. His death must have been almost instantaneous. Mr. Deyrel, one of the persons who accompanied Captain Bissett in his attempt to reach the Consulate, hastened to Apia to convey the intelligence of Captain Bissett's death. His other companion, Mr. Adam Main, with the assistance of Mr. Carruthers and Mr. Lawrence, conveyed the body under cover, and as quickly as possible procured a boat and carried the body to the schooner *Vindex*, which was at anchor some 400 or 500 yards off. The funeral of the late captain took place at half-past 10 o'clock next morning, about 100 white residents of all nations, and about 50 half-castes attending. The burial services were conducted by the Rev. W. H. Wilson in a most impressive manner. Captain Bissett was held in great respect by the people of Samoa. He was of a most obliging disposition, and well known in Fiji, where he was some years master of the schooners *Falcon* and *Albatross*. There remains no doubt in the minds of the white population of the town that Captain Bissett met his death solely by accident. By which party the bullet was fired it is impossible to tell.

The Apia correspondent of the *New Zealand Herald*, writing on the civil war in Samoa, says:—"Probably the greatest cause of dissatisfaction will be the attempt lately made by Tamaese to obtain the name of Malietoa. He has had bestowed upon him lately nearly all the royal names of consequence in the island, but all these count as nothing alongside the one name Malietoa; hence the strenuous effort he and his advisers are making to obtain it. It has been long known by those intimate with Malietoa's people that if Tamaese would break out at once in open rebellion. Tamaese has not yet assumed that name, but there are strong indications that he intends doing so soon, and this is one reason why the Malietoa party have taken advantage of the ill-advised action of the present Government in provoking a war in the way they have done."

HOW PILLS ARE MADE.

THE Custom of taking medicine in the form of pills dates far back in history. The object is to enable us to swallow easily in a condensed form disagreeable and nauseous, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made slowly by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines, especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

No form of medication can be better than a pill, provided only it is intelligently prepared. But right here occurs the difficulty. Easy as it may seem to make a pill; or a million of them, there are really very few pills that can be honestly recommended for popular use. Most of them, either under shoot or overshoot the mark. As everybody takes pills of some kind, it may be well to mention what a good, safe, and reliable pill should be. Now, when one feels dull and sleepy, and has more or less pain in the head, sides, and back, it may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things there is nothing like a good cathartic pill. It will act like a charm in stimulating the liver into doing its duty, and ridding the digestive organs of the accumulated poisonous matter.

But the good pill does not grip and pain us, neither does it make us sick and miserable for a few hours or a whole day. It acts on the sensitive vascular system at the same time; else the effects of the pill will be worse than the disease itself. The pills caused by most companies are the result of a hasty, which they consider. Such pills are bad, and should never be used. The good pills, which produce

hemorrhoids. Without having any particular desire to praise one pill above another, we may, nevertheless, name Mother Seigel's Pills, manufactured by the well-known house of A. J. White, Limited, 35, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never grip or produce the slightest sickness of the stomach, or any other unpleasant feeling or symptom. Neither do they induce further constipation, as nearly all other pills do. A further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating, which causes them to resemble pearls, thus rendering them as pleasant to the palate as they are effective in curing disease. If you have a severe cold and are threatened with a fever, with pains in the head, back, and limbs, one or two doses will break up the cold and prevent the fever. A coated tongue, with a brackish taste in the mouth, is caused by foul matter in the stomach. A dose of Seigel's Pills will effect a speedy cure. Often-times partially decayed food in the stomach and bowels produce sickness, nausea, &c. Cleanse the bowels with a dose of these pills, and good health will follow.

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Unlike many kinds of pills, they do not make you feel worse before you are better. They are, without doubt, the best family physic ever discovered. They remove all obstructions to the natural functions in either sex without any unpleasant effects. [Advt.]

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KORE (DIRECT).

THE Steamship

"TANNADICE," Captain Shannon, will be despatched for the above Port, on MONDAY, the 5th instant, at 4 P.M.

For Freight or Passage, apply to RUSSELL & CO., Agents.

Hongkong, 2nd November, 1888. [112]

FOR SHANGHAI:

"CLAYMORE,"

will be despatched about the 8th instant.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, 2nd November, 1888. [112]

NOTICE.

THE Undersigned is prepared to SUPPLY THE Residents of Hongkong during cold weather with—

FRESH BEEF @ 7 cts. per lb. OYSTERS, Large Basket @ 50 cts. each. PRICES QUOTED

cts. each

